

Steve, Therese, Ann, Francis, Doug, James E. [signature] for response

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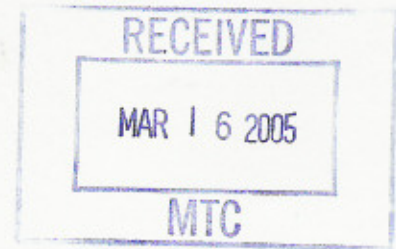
Joint Policy Committee
Joseph P. Bort MetroCenter
101 8th Street
Oakland, CA 94607

Dear Joint Policy Committee:

The Central Labor Council of Alameda writes to support the MTC and Joint Policy Committee's steps toward connecting land use to transit, but we are concerned the proposed policy will not be effective. We urge you to strengthen the policy by adopting the Livable Communities Platform, which will help ensure good land use around transit stations.

We know that MTC is considering a policy that calls for a certain amount of housing and jobs along transit corridors as a measure for growth. While we applaud the focus on housing, we are concerned that the proposed policy leaves too much room for the possibility of poorly planned station areas. Setting a combined threshold for housing and jobs would allow cities to plan for offices and shops only, without sufficient housing. Also, a policy without specific land use and design guidelines could allow big-box stores and excessive parking, which destroy the pedestrian and bicycle environment. Furthermore, the current proposal does not address the need for housing affordable to families earning low incomes, the very people who need housing and use transit most.

Worker protections are important in this process. Transit villages should incorporate rest areas and sanitary facilities for transit employees. Projects should be built by local construction workers under prevailing wages, and project labor agreements. Retail employees should have card-check rights to forming a union.



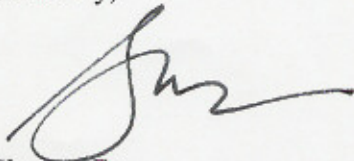
**Organizing for
Justice in Our
Community**

We urge you to adopt the following Livable Communities Platform as part of a Regional Transit Oriented Development Policy. Before MTC funds transit expansion projects, cities should have to:

- Plan for a high threshold of housing along corridors, separate from a jobs threshold.
- Promote affordable housing in station areas.
- Create station area plans that include:
 - Studies that analyze minimizing the space dedicated to parking,
 - Bicycle and pedestrian plans for safe routes to and within station areas, and
 - Blocks no more than 500 feet in length to ensure walkability.

We are eager to support a policy linking transportation funds to transit-supportive land use. We urge you to include policy standards that will move the Bay Area towards a more sustainable future where transit is surrounded by areas where people will want to live, work, and play.

Sincerely,



Sharon Cornu
Executive Secretary Treasurer
SC/ac

opeiu:29/afl-cio

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